

The Cat Tale

The Official Publication of the Jaguar Club of Tulsa



Vol. 43 No. 5
Sept/Oct 2010

FIRST SATURDAY BREAKFAST!!

Sept 4th and Oct 2nd

The hot summer weather has finally released its death grip on Oklahoma so now it is "Top down in T-Town" time. You know, in Oklahoma we have about 6 weeks of ugly cold weather and 6 weeks of cook-your-brains-out hot weather and then we have 40 weeks of perfect sports car weather. What could be better than that?

Take advantage of that perfect weather and join your friends and fellow Jaguar drivers for breakfast at the Radisson Hotel, 41st and Garnett in Tulsa, at 9:00 am on the first Saturday of each month. The coffee will be waiting and the breakfast buffet is great. See you on Saturday!

FALL FLING! OCTOBER 15-16-17

Tulsa is the host for this year's Fall Fling event and we are planning a totally Tulsa weekend. Jaguar Club members from the central Oklahoma area (COJA) and the Dallas area (JOASW) are already making reservations for the weekend.

The theme is "Art Deco Tulsa" and if you are not aware of Tulsa's fabulous art deco architecture, you must have just



moved here.

The host hotel and starting spot for all of the weekend activities is the Courtyard Marriott in the historic Atlas Life Building in downtown Tulsa. We have arranged for a special price of \$89 per night for reservations booked by Sept. 24th. (After that the price goes up to \$139) Covered valet parking is available for \$10 per day.

FRIDAY: will be gathering at the Marriott Friday evening to greet our out of town guests and to start the "Pub Crawl" from the art deco themed bar on the 2nd floor of the hotel. We will be visiting several of Tulsa's most famous and historic watering holes in the downtown area. Want to see Tulsa from the 19th floor Penthouse at the Mayo Hotel? Then be there for the Friday night event. (*Reservations are required at larsongc@cox.net.*)

SATURDAY: a.m. will be a short walking tour of some of the cities finest art deco masterpieces close to the Marriott and then we will take a short drive to Union Depot (current home of the Jazz Hall of Fame) for a tour and then we will be driving on the Tulsa portion of 'the Mother Road', Route 66, and seeing the legendary landmarks.

We are still working on part of the Saturday events and in addition to lunch, with any luck, we will be touring a famous collection of historic race cars. We will keep you posted on that one!

SATURDAY EVENING: dinner at the "Chalkboard Restaurant". One of Tulsa's premier eateries, this 5 star restaur-

ant is housed in the Ambassador Hotel. The Ambassador, built in 1902, was where numerous oil barons lived while their Tulsa mansions were being completed and is a prominent part of Tulsa's oil boom days history

The dinner, a "Chef's Tasting", will feature 5 courses and the chef will be in attendance to tell us about the specially prepared dishes and to make wine recommendations for those interested in complementing their fine meal with appropriate vintage. PLEASE NOTE: tentative plans are for the dinner to be held in the Ambassador's elegant wine cellar and seating will be limited to about 35. Our out of town guests will be given preference so if you wish to attend this dinner please make your reservations early by e-mailing Linda Young at mmra@valornet.com.

This is going to be an interesting and fun weekend for local members as well as out of town Jaguar drivers so mark your calendar now so you can be part of the fun for an "Art Deco Weekend"

"BRITS IN THE OZARKS" SEPTEMBER 18TH

It must be fall because it is time for our annual drive to



Fayetteville, Arkansas to take part in the British Iron Touring Club of NW Arkansas' big all Brit show.

We will be meeting at the Radisson Hotel Parking lot, 41st and Garnett at 8:00 am for anyone who would like to join the caravan drive to the show. The show will be held at University of Arkansas Agri Park, which is a most pleasant grass covered, tree shaded area and a perfect place for a car show.

This is a very big show and usually has over 100 cars from as far away as Nebraska and Louisiana. Go to the club web site at www.britishironnwa.org and download the registration form. They would greatly appreciate pre-registration as organizers of ALL car shows do. It just makes everything so much easier for the people organizing the show. The British Iron club members knock themselves out every year to make sure everyone enjoys this day of British cars so plan to join the fun and be at the Radisson at 8 am to join the drive to Fayetteville.

BREAKFAST AT THE DEALERSHIP

By—Linda Young

Nine Jaguars ranging from MK II to S-type arrived at the **Bill Knight Jaguar Dealership** on S. Memorial on a blister-



ing hot Saturday morning for a breakfast of bagels, donuts, coffee and humongous muffins and a chance to drive a new XF.

The club cars made a nice display of Jaguar history on the front row of the parking lot. The models ranged from the oldest being **Clark Frayser's 1962 MKII** to **Larry Bonner's 2008 XKR**. **Gary Grover** arrived in his 1968 XKE, **Linda Young** drove her 1974 XJ6 "Nice 1", and **Glen and Carol Larson** came in his 2004 XKR.



Rounding out the group was **Andy Pierson** with his sedan, **Jeanne Peek** in her 2002 S-Type and new members, **George and Marji Tabor**

with their late model S-type (I am not sure of the year). Recognition for 'largest Jaguar powered vehicle' goes to **Don Wright** who's 1983 Daimler 420 Limo arrived sans Don!. Well, when you own a limo you can have



someone else drive it right? Don and Carol are vacationing in Germany but **Scott Young** brought the limo for the morning display. There was a beautiful 2010 XF ready and waiting for club members to

drive. First one behind the wheel was your editor, Linda Young. WOW! What a car! Everything you could want in a luxury sedan

and more power than you know what to do with. This was my first time to drive with the optional paddle shift and that was really a fun option. I used it a couple of times just to see how



Scott Young, Roger Hanes, Andy Pierson

it worked and I quickly saw how you could get yourself in trouble if you were really used to driving this car. Just imagine yourself at a light when some porcupine in a Porsche pulls up beside you... but, we were just out for a



Charles Myers and George Tabor

nice drive so I let the car do the shifting and just enjoyed the ride.

There were other folks waiting to drive the car so we headed back to the dealership and turned it over to Glenn Larson. There was a beautiful convertible in the showroom along with two other XF's. However, I must admit my favorite was the white XJ8 sedan sitting on the lot. To me the car just epitomizes the Jaguar legacy of "Grace, Space, Pace."



Jeanne Peek and Marji Tabor

Meanwhile, back at the showroom, **Chris Wannmacher**, Sales Manager, **Will Babb** and **Bill Knight** were handing out some really nice door prizes. **Sharon Timo** went home with a great Jaguar Travel Mug as did **Carol Larson**. **Charles Meyers** got a really nice Jaguar Pen, and **Marji and George Tabor** got matching Jaguar mugs. There were also several T-shirts and hats given away. **Larry Bonner** got the 'dealers choice' prize a really nice basket with two Jaguar mugs and 2 boxes of fine British tea.

Bill Knight talked to our group and told us about the exciting new 2011 Jaguars that will soon be arriving in the showroom. He promises this is one of the best luxury cars built EVER.



Chris Wanmacher, Larry Bonner and Bill Knight

This was a really fun way to spend a Saturday morning and the Club wants to thank Bill Knight and his staff for inviting us out. If you have not been to the dealership, take a drive out to 9607 S. Memorial (right beside the turnpike) and take a look at the beautiful show-



room and also the lot where you might find the Jaguar that is just right for you.

SMASH-ING

**PUMPKINS!
October 30**

No, we are not headed to a rock concert to see "Smashing Pumpkins" (what kind of music could a band with a name like that play, anyway?) But we are headed to Sapulpa to Stan's place for a new version of our "Bullets &

BBQ” event. Just being out in the country and having all those targets to fire away at is fun but we have decided we need to expand our horizons and see what we can do with a *pumpkin catapult!* No doubt you have heard of the pumpkin hurling contests held every fall in some parts of the country, so in the spirit of competition and the fact that we have a lot of spare junk lying around, some of the guys are engineering (that’s guy talk for standing around drinking beer and saying ‘well what if we fastened that to this and....’” You get the picture.

But it promises to be a fun day in the beautiful fall sunshine and it will be complemented with great BBQ and a movie about Jaguar on the big outdoor screen.

More information will be forthcoming via e-mail as the event date nears so keep an eye on your electronic mail box. And if you happen to have any old plans for constructing a catapult lying around, give Stan a call.

CARTHAGE CAR SHOW

By—Linda Young

As usual the Carthage, Mo show was a hot one! Not only were the temperatures hovering near triple digits but there were lots of hot cars around the square.

I didn’t actually count the number of cars present but it had to be 80 at least. This is billed as a ‘car and bike’ show but only one bike was there. However, it was a classic English Triumph with a side car no less. Shades of Lawrence of Arabia! The bike had been meticulously restored but that obviously did not keep the owner from driving and enjoying this relic of another age.

The Tulsa group was comprised of **Scott and Linda Young**, in Linda’s 1974 XJ6 “Nice 1”, **Ada Jean West** with her 1996 XJS and **Glenn and Carol Larson** in their 2006 XKR and **Allen and Nancy Mc Reynolds**. With their XJS.

Club member **Rick Callis** stopped by to visit although his XJS was not in the show.

The OKC folks also showed up in force with Steve Houtari, Jess and Sarah Baxter, Shane York, and Johnny Alton and Marketa.

The Tulsa gang cleaned up on trophies with Linda Young getting a 1st



Larson’s XJR and AJ West’s XJS in background.

place in the sedan class. AJ West got 1st place and Glenn Larson, 3rd in the open late model class. Fortunately there was a nice breeze blowing and we were not

cooked by the heat. In fact it was actually pleasant to walk

around the square, look at the wide variety of British cars, check out the unique shops and take advantage of the Farmers Market that was right there.

There were 19 Jaguars ranging from a ’52 XK120 to the 2000 models.

There were lots of other marques including about a half dozen Healey’s, some strange little British coupes I have never seen before and a whole bunch of Lotus’ (or is that Loti?).

Where have all these cars been hiding?



There were old ones and new ones and made an impressive sight. All in all, it was a

great show. Next year you and your Jaguar need to be there.



Editors Note: Occasionally our members visit some really interesting automotive venues in their travels. Les Neidell recently drove his Alfa to Fredrick, Maryland and sent this report about a side visit to a unique garage. BTW- while Les made the trip in the Alfa, Joan flew.

A VISIT TO ZAKIRA'S GARAGE

By—Les Neidell

On my way to the Alfa Convention that celebrated Alfa Romeo's 100th birthday I stopped in Cincinnati to visit Zakira's Garage. My motive was to obtain information about the Kellison that Dean Butler is currently campaigning in Europe with FIA papers. My son, David, and I, have had a Kellison "under restoration" for about 12 years. We think there's light at the end of the tunnel. The car is assembled and wired - now it's body shop time - finishing the very crude fiberglass, then paint and interior.

Dean's car has drum brakes, a prerequisite to run in certain vintage classes. We originally planned to fit drum brakes, and to this goal we purchased a set of used 1967 Buick drums. These are virtually "unobtainium." It did take the better part of a year to find a suitable set; during this time period work on the Kellison stopped. After purchase none of the three chassis builders who worked on the car could figure out how to fit to the hubs (1969 Camaro) that we used. We fit disc brakes and will now have to compete in the post-1960 class even though the car is a 1959 model. The Buick drums were easily sold.

If this was only about the Kellison the story would be virtually over. But what I found at Zakira's was a world class restoration shop specializing in restoration and maintenance of 1920s and 1930s Indy cars. The shop also restores and maintains classic sports cars of the thirties, forties, fifties and sixties.

This is a huge shop, probably as large as one at a new car Chevy or Ford dealer. In addition to the fantastic cars Zakira's has a full machine shop; many of the machines are those originally at the Indianapolis Speedway maintenance shops. Whatever is missing from the cars they restore are simply manufactured on-site.

I inquired about how drum brakes were fit on Butler's Kellison. "I made the hubs." And he was anxious to demonstrate the jig, which ingeniously could be reversed to build both right and left hand hubs. I asked what drums were used; "Well, I made those too." I didn't ask what it would cost to manufacture hubs and drums for us. By moving up in class we'll have to run with the Cobras.

The photos tell the story better than I can. First, the shop is spotless. Each of the Indy car restorations takes place in its own bay. All parts for the car under restoration are stored in its bay. These bays make up about 25% of the shop's floor space. Another 25% (approximately) is devoted to machine tools. These are principally in two sections, but a number of machines are scattered throughout the shop. The remaining 50% is devoted to the "modern" cars - equally split between work areas and storage.

One lone Ferrari, a Porsche boxster, a BMW and a Corvette; all the rest of the more modern cars were either American or British. I spoke to an enthusiastic young mechanic that had just finished restoring a MGTC. The Indy mechanics who occupy the other half of the shop were equally enthusiastic, but their average age is well into the sixties. I fear their special skills will disappear as there didn't seem to be any apprentices.

This is Dean Butler's Kellison. A comment from the British, "Chevy Corvette power mated to a crude chassis and fiberglass bodywork - rugged and reliable." The chassis is



similar to a '58 'Vette, but with a 3 link rear. Dean's getting 400 hp. No wonder he's destroying the Ferraris on the track! The wheels have Moon hubcaps welded to them. Gotta

be really tough on those drum brakes.

Here's our car. Same body, but ours was molded for 4 headlights. We run a 1958 Corvette 265 cu in block - about 250 hp - in a 1700 lb car. We have a fully adjustable, coil-over dirt track suspension mated to an original Kellison



frame.

This is a mid-20s Miller. Virtually every piece for the engine, chassis and body was manufactured in-house. I asked what numbers are involved? Overall car in excess of \$600,000, of which the engine is about \$116,000. (cont'd on page 5)

A "replica" made in England, but apparently accepted at all vintage venues.

A Jowett Jupiter.



When did you last see one?



an ad, e-mail to: mmra@valornet.com or call (918)258-8320. Ads will also appear on the club website: www.jaguarcluboftulsa.com.

For Sale: 1990 Jaguar XJS V-12. Signal red with black leather interior & top All numbers match. Multiple 1st place in shows. Service by Jaguar of Tulsa. I am the second owner. 65800 miles. Always garaged, \$12,900. Call Warren Werling (918) 495-3578.

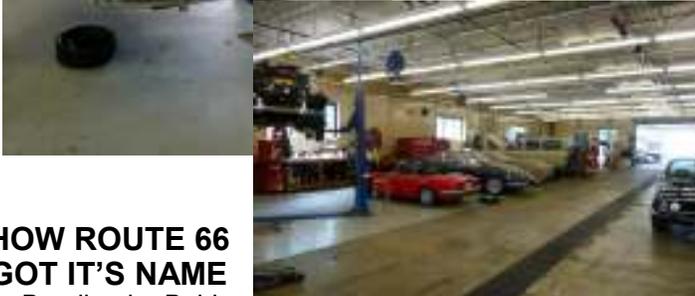
For Sale: 1986 XJ6. One owner. Gray exterior and inte-



rior. New head liner. 2 gas tanks, 77,000 miles. Paint is in great condition, tires are 2 years old. Sun roof, good air conditioner, new battery, runs well. Always maintained. \$6995 call Bob at (918) 481-1733



While they prefer to work on British cars, all makes are maintained.



HOW ROUTE 66 GOT IT'S NAME

Bandleader Bobby

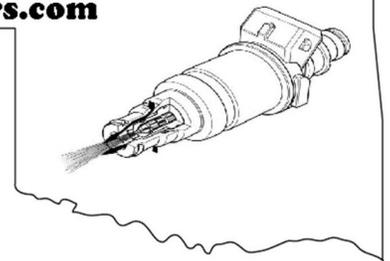
Troupe wrote "Get Your Kicks on Route 66" in 1946 but the American Association of State Highway Officials assigned the number 66 to the Mother road on Nov. 11, 1926. Envisioned by Cyrus S. Avery, a native Tulsan and for whom Avery Drive is named, a paved highway connecting Chicago and Los Angeles was completed 11 years later. By 1929 Oklahoma had more than 500,000 automobiles and 19,000 gas stations.

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- --2007 X-Type, (F55476A) 3.0L V6 Ebony w/ Barley Leather, 45,196 miles \$23,145
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- --2008 XJ Super V8 (P10369) 4.2L V8 S/C Ebony w/ Ivory Leather, 2365 miles, \$66,950
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- --2008 S-Type (R20298) 3.0L V6 Radiance Red and Barley Leather, 19,470 miles \$39,950
- --2008 XJ8 VDP (R20300) 4.2L V8 Liquid Silver w/ Ivory Leather, 31,700 miles \$45,950

- --2009 XK Convertible, (J90482A) Emerald Fire with Champagne Leather, 6,600 miles, \$64,445
- --2009 XF S/C (P10370) 4.2L V8 SuperCharged Ultimate Black w/ Ivory Leather, \$52,950
- --2009 XF S/C (P10372) 4.2L V8 SuperCharged Lunar Grey w/ Charcoal Leather, \$53,950

LAST OF THE CLASSIC

New – Never owned 2009 XJ Jaguar

- 2009 XJ8 (J90485) 4.2L V8 Porcelain White & Champagne Leather, chrome wheels, 133 miles \$59,480

2011 XJ has arrived

- --2011 XJL, (J90545) 5.0L Porcelain with London Tan & Navy, 1200 watt B & W sound \$82,700
 - --2011 XJ, (J90552) 5.0L S/C 470hp, Ultimate Black, Jet leather & Jet headliner, \$91,950
- And more...

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2010 COMING EVENTS CALENDAR**

****Official JCTI events are in BOLD**

- Sept. 4 - First Saturday Breakfast at the Radisson Hotel 41st and Garnett. 9:00 a.m.**
- Sept. 18 -"Brits in the Ozarks" car show—There will be a caravan from Tulsa—see page 1
- Sept 18th-JOASW 40th Annual Concours. Chair: Patti L. McClane, 972-985-0763 pimclane@verizon.net Frisco, TX
- Oct 2 - First Saturday Breakfast at the Radisson Hotel 41st and Garnett. 9:00 a.m.**
- Oct 2-3-Jaguar Club of Austin Concours and Slalom Kathryn White, 512-341-3453 kwhite33@austin.rr.com
- Oct 9-10-11 FALL FLING! Tulsa will be hosting “Art Deco Tulsa”. See page 1 for details**
- Oct 23-Jaguar Club of Houston, 33rd Annual Concours. Sugar Land Town Square, Sugar Land Texas.
- Oct 30—Smashing Pumpkins! Shoot out at Stans!**
- Nov 6—First Saturday Breakfast at the Radisson Hotel 41st and Garnett. 9:00 a.m.**
- Dec 4—First Saturday Breakfast at the Radisson Hotel 41st and Garnett. 9:00 a.m.**

ADDRESS CHANGE?

Have you changed your address? Your name? Is the your e-mail address correct? If there are any changes to be made, e-mail the information to mmra@valornet.com or call the Editor at (918)258-8320 to make the corrections.

REMEMBER!! You can read all these articles and see the picture in **COLOR** on the Club web site at:

www.jaguarcluboftulsa.com

Also check out the show web site at www.eumoex.com and the Cross Roads of American slalom site at www.crossroadsautox.com to keep up with the latest in auto cross/slalom activity.

I believe our heavenly Father invented man because he was disappointed in the monkey.

Mark Twain





BREAKFAST—SEPT 4
BRITS IN THE OZARKS—SEPT 18
FALL FLING—“ART DECO WEEKEND”
OCT. 15-16-17
Important Details Inside!!!

Jaguar Club of Tulsa
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Tulsa, OK 74147

Jaguar Club of Tulsa, Inc
PO Box #471134
Tulsa, OK 74147

The Jaguar Club of Tulsa, Inc. is a non-profit club organized for the purpose of promoting and encouraging the appreciation, enjoyment, good maintenance and preservation of fine automobiles in general and Jaguar brand automobiles in particular; and promoting and encouraging fellowship among people who possess these similar goals.

Membership is open to all individuals regardless of race, creed, color or national origin, who profess an interest in the purpose of the Club. **Membership dues are \$50.00 per year***. Full membership includes: membership in JCNA, a subscription to the *Jaguar Journal*, the national publication and sanctioned event insurance. Checks should be made payable to the Jaguar Club of Tulsa and mailed along with an application for membership to the above address. PayPal is also available through the Club web site at: www.jaguarcluboftulsa.com.

Jaguar Club of Tulsa Inc. Application for Membership

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*Associate Membership in the **local club only** is \$30.00 per year and **does NOT** include membership in the National organization, JCNA and it's benefits.

Associate renewal _____